

Hongkong Daily Press.

ESTABLISHED 1857.

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HONGKONG, FRIDAY, JUNE 8TH, 1900.

五拜禮

號捌月陸年百九千壹英港香

PRICE \$2½ PER MONTH.

New Advertisements will be found on page 1.

A HIGH CLASS WINE.

CHAMPAGNE

BOLL & Co.

PRICE—
PER CASE 1 DOZ. QUARTS \$40
PER CASE 2 DOZ. PINTS \$42

IMPORTED ONLY BY
A. S. WATSON & CO., LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 18, Praya Central.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whiskies is shipped by
CUTLER, PALMER & CO. and
is obtainable in Hongkong of
G. C. ANDERSON,
No. 18, Praya Central.
Hongkong, 28th July, 1978.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S Selection.
Sole Agents for it—
LANE, CRAWFORD & CO. Hongkong.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling, consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.

43 & 45, QUEEN'S ROAD EAST,
Hongkong, 3rd November, 1890.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7:30 a.m. to 8:30 a.m. Every quarter of an hour
8:30 a.m. to 9:30 a.m. Every ten minutes
9:30 a.m. to 10:45 a.m. Every quarter of an hour
10:45 a.m. to 11:30 a.m. Every quarter of an hour
11:30 a.m. to 12:30 p.m. Every quarter of an hour
12:30 p.m. to 1:30 p.m. Every quarter of an hour
1:30 p.m. to 2:30 p.m. Every quarter of an hour
2:30 p.m. to 3:30 p.m. Every quarter of an hour
3:30 p.m. to 4:30 p.m. Every quarter of an hour
4:30 p.m. to 5:30 p.m. Every quarter of an hour
5:30 p.m. to 6:30 p.m. Every quarter of an hour
6:30 p.m. to 7:30 p.m. Every quarter of an hour
Night cars at 8:45 p.m. and 9 p.m. and from
9:45 p.m. to 11:15 p.m. every half hour.
SUNDAYS.
8:15 a.m. to 10:15 a.m. Every half hour
10:30 a.m. to 11:30 a.m. Every ten minutes
11:30 a.m. to 12:30 p.m. Every quarter of an hour
12:30 p.m. to 2 p.m. Every quarter of an hour
2:45 p.m. to 3 p.m. Every quarter of an hour
Night cars at 8:45 p.m. and 9 p.m. and from
9:45 p.m. to 11:15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1890.

HOTEL.

VICTORIA HOTEL.

SHAMPOEN-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords a splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent Cuisine and best Wines.
The Hotel's dock boards all Steamers on
their arrival and departure.
Telegraphic address "VICTORIA," Canton.
A. B. C. and A. Codes used.
MADAR & FARMER. T. F. DE CRUZ,
Proprietors. Manager.
Hongkong, 16th November, 1899.

LANE, CRAWFORD & CO.

WINES & SPIRITS
OF THE BEST QUALITY ONLY.

CHAMPAGNES—AYALA, ROUSSILLON, SPARKLING "DRY ROYAL" SAUHER.
BURGUNDIES—CHAMBERTIN, POMMARD, CHABLIS, &c., CHianti, CAPEL.
HOCKS—HOCKHEIMER, LAUBENHEIMER.
SHERRIES—CONDE DE TERRES CARRERA.
PORT—RED SEAL.
WHISKIES—NAPIER JOHNSTONE'S, BUCHANAN'S, COCKBURN'S.
BRANDIES—HENNESSY'S AND EYSHAW'S.
GINS—"LONDON DRY," BOARD'S OLD TOM AND PLYMOUTH.
LIQUEURS—ALL KINDS AND BEST QUALITY.
BRITISH WINES—GINGER WINE AND BRANDY.
FOSTER'S ALES AND STOUTS, &c., &c., &c.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
J. M. DE ZUNIGA,
Entrance: Ice House STREET (Victoria Hotel)

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SUMMER REQUISITES.

COTTAM & CO.

Have a Full Stock of

BATHING DRESSES, BATH GOWNS, BATH TOWELS.

SUMMER UNDERWEAR, &c., &c.

OLD
SCOTCH
WHISKY.

OLD
WHISKY.

TEACHER'S
HIGHLAND
CREAM.

\$16.00 per doz.

\$12.00 per doz.

\$13.00 per doz.

THE FINEST WHISKIES AT THE PRICE ON THE MARKET.

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.

17A, QUEEN'S ROAD, HONGKONG.

CARBOLACENE

REMOVES DIRT.

PREVENTS DISEASE.

IN BRIEF.

WHAT IS
CARBOLACENE?

HOW DO
YOU USE IT?

FACTS.

A LIQUID

Cleanser Disinfectant,
SAFE and rapid in action.
Does away with Scabs and
Disinfectants! REMOVES
DIRT immediately! PRE-
VENTS DISEASE effectually.

AS SUPPLIED
TO H.R.
MAJESTY'S
GOVERNMENT,
THE ADMIRALTY,
H.M. DOCKYARDS,
TRANSPORTS,
AND
TRAINING SHIP.

BRIEF AGAIN.

Simply
pour a Cupful in a bucket of
water and apply in usual fashion.
SPECIALLY NOTE
how rapidly all things are rendered
SWIFT and CLEAN.

SOLE CONSIGNEES.

WATKINS, LIMITED.

BISMARCK & CO.,
27 & 28A, PRAYA CENTRAL.

ENGLISH ADMIRALTY COAL. ELECTRIC FAN SETS AND MOTORS. DRY
ICE AND WEATHERS. ALL COLOURS OF BUNTING. GERMAN CIGARS.
IMPERIAL AND LAGER-BEER.
Fresh Water Supply at Shortest Notice. Terms Moderate.

EVERYTHING KNOWN IN MUSIC.

THE

ROBINSON PIANO CO., LD.

MANUFACTURERS.

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO. REIMS.

Purveyors to

THE IMPERIAL and ROYAL COURT at BERLIN.
THE IMPERIAL ROYAL COURT of AUSTRIA.
THE IMPERIAL COURT of RUSSIA.

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CARLOWITZ & CO. Sole Agents.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC.

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICES.

AGENTS—SIEMSEN & CO., HONGKONG.



CHAMPAGNES.

PAUL DOMMER & CO. (FIRST QUALITY).

PAUL DOMMER & CO. (GOLD MARQUE).

C. H. DARGONNE & CO.

IRROT & CO. CARTE D'OR.

LANSON FINE ST. FILS.

PIERRE HEIDSIECK, GOLD FOIL.

GIESLER & CO.

KRUG & CO. PRIVATE CUVÉE.

BOLLINGER & CO. EXTRA QUALITY.

LOUIS ROEDERER, GRAND VIN SEC.

POMMEY and GLENO.

IN MAGNUMS, QUARTS & PINTS.

CALDBECK, MACGREGOR & Co.,

Sole Agents,
HONGKONG AND CHINA.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on

Pistons and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"

METALLIC BOILER JOINTS is SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-

sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and

FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts

to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent THOMAS SKINNER.

Superintendent ARCHIBALD RITCHIE.

37a DODWELL & CO. LIMITED, General Managers.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$4.50 per Cask of 47½ lbs. net ex Factory.

\$2.80 per Bag of 250 lbs.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 8th June, 1900.

16166

FOOD SUPPLY COMMISSION.

THE Ladies who signed the Petition which

resulted in the Appointment of the above

named COMMISSION are respectfully re-

quested to assist the Commission in the conduct

of its enquiries by communicating in writ-

ing as early as possible all facts within their

experience bearing on the question of the Rise

in Price of Provisions in the Colony. List of

Prices paid for the more Ordinary Articles of

Food produced locally, as for example, Bread,

Flour, Rice, Fish, Beef, Mutton, Eggs, Poultry

and Game, Vegetables and Fruit, at various

Periods during the last Five Years will be ex-

ceedingly valuable. Similar Lists showing the

Prices at different times of Wood, Coal, Char-

coal and Oil will also be of value.

All Persons who feel themselves in a Position

to throw any light on the subject either as re-

gards the fact of the Rise in Prices or as to the

cause or causes thereof are respectfully requested

to communicate with the Undersigned in writ-

ing or, if they prefer it, to tender themselves

for examination as witnesses.

JNO. J. FRANCIS,
Chairman.

1447 Hongkong, 31st May, 1900.

1625

WANTED.

WITH possession about the latter part of

June next, a FIRST FLOOR, in

QUEEN'S ROAD CENTRAL, or vicinity, with 4

to 6 Rooms, for a Dwelling.

X. M.

Care of Hongkong Daily Press.

Hongkong, 10th May, 1900.

1623

WANTED.

A TYPEWRITER. Reply, stating Terms,

to "S."

Care of Daily Press Office.

Hongkong, 2nd June, 1900.

1650

QUAN WAH & CO.,

DEALERS IN

ITALIAN MARBLE AND GRANITE

MONUMENTS.

DESIGNS & PRICES on APPLICATION

at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1900.

1914

FOR SALE.

JEFFREY'S 16 and 12 BORE GUNS.

ALTO GUNS for Wild Fowl and Small

Game.

WINCHESTER CARBINES.

MAUSER AUTOMATIC PISTOL.

Smith and Wesson 32 and 38 CAL. REVOL-

VERS.

SMOKELESS POWDER and all kinds of

Sporting Requisites.

Wm. SCHMIDT & CO.,

Responsible Agents.

Hongkong, 7th March, 1900.

1213

Arrivals, Departures and other Shipping In-

telligence will be found on pages 6 and 7.

INTIMATION.

GOLD MEDAL PARIS 1875 1889.

of Highest Quality

and having Greatest

Durability are there-

fore CHEAPEST.

The Only

Award

Chicago, 1893

NUMBER ONE UTILITY PENS

Barrel Pens, 250, 250, 250,

Ship Pens, 342, 342, 342, 342,

404, 7,000.

In Fine, Medium, and Broad

Points.

THE NEW TURNED-UP POINT, 1,132.

281

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

- A—THOMAS'S BLEND, White Cap.
Sole, 1000. 810.80
- B—WATSON'S GLENROTH, MEL-
LOW BLEND, Blue Capsule with
Name and Trade Mark. 10.80
- C—WATSON'S ABERGLEN-
VET, Red Capsule, with Name
and Trade Mark. 12.00
- D—WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule. 14.40
- E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule. 15.00

THOMAS'S BLEND and WATSON'S GLEN-
ROTH are high class Scotch Whiskies, of
greater age than most brands in the market.

ABERGLENVET is a very old Peat
Whisky (Glenlivet) and will not now be re-
placed in stock at the price.

It is well known for its fine flavour,
and is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.
Only communications relating to the newspaper
should be addressed to The Editor.
Correspondents must forward their names and
addresses with communications, and be held to the Editor,
not for publication, but at the Editor's discretion.
All letters for publication should be written on
one side of the paper only.
No anonymous signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should
be sent before 11 a.m. on day of publication. After
that hour the supply is limited. Only supplied for
Cash.
Telephone Address: Pines—A.M.C. Code.
P.O. Box 33. Telephone No. 12.

The Daily Press.

HONGKONG, June 8th, 1900.

The situation in the North grows daily more
uncertain and alarming. For several days
past we have received by wire intelligence
which goes to show that the conspiracy or
rebellion of the party known as the Boxers
in North China is ripening to a head, and
that its fruition means a menace to foreigners
generally. On the 1st inst., fires, believed
to have been the work of incendiaries, were
reported from Tientsin; it was next announced
that the Peking-fu refugees were on their
way to Tientsin, but seven were missing; and
on the 5th inst. it was stated that twenty-three
Belgians had arrived in Tientsin wounded,
after awful sufferings on the way. Next, un-
der date of the 5th inst., we learn that more
troops were being landed at Tientsin and the
residents are all armed; the railway service
to Peking was irregular; the missions at
Peking-fu were in great danger; and the
deaths of Messrs. ROBINSON and NORMAN,
of the Church of England Mission at Yung-
ching had been confirmed. Yesterday a mes-
sage from Shanghai, elsewhere published, an-
nounced that all intercourse between Tien-
tsin and the capital has been stopped since
the 5th inst., and that 600 European troops
with six guns have arrived in Tientsin, while
a Legation telegram last night brought news
of the landing of nearly 2,000 men. Pre-
vious information by letter stated that the
Boxers had burned down two or three sta-
tions and damaged part of the Tientsin-Peking
Railway, have attacked and wounded many of
the foreign employes, and destroyed some
miles of the telegraph line. Foreigners have
been insulted in Peking and made to feel
that their lives were in danger, and when

the Foreign Ministers sent for armed
escorts the Chinese Authorities refused
to allow them to proceed by railway until
vigorous threats were used of a resort
to force. The repeated representations of
the Doyen of the Foreign Legations on
the position and his demand that the
Boxers should be suppressed met with
no real response from the Imperial Govern-
ment for some time, and when at length an
Imperial Decree was issued on the subject
of the Boxer outrages it was so worded that,
while nominally ordering the Commandant
of Peking, the Viceroy of Chihli and other
authorities to combine to arrest the distur-
bers of the peace it left a wide loophole
for the escape of all offenders in the following
characteristic instruction:—"As for these
persons who have been found merely to
have followed in the wake of encouraged
rioters without actually joining in the
riots, these also must be strictly warned
from doing so again and immediately dis-
persed on pain of confiscation."

This Decree was only issued by the Em-
press after repeated remonstrances from the
Diplomatic Body, and it is generally be-
lieved that, though nominally repressive,
the Boxer movement is directed more against
the supporters of the Emperor Kwang
Hsi and foreigners than against the actual
Executive at Peking. It is stated that
these men have been sheltered by Prince
TUANG, a member of the Imperial Family,
and that their apparently strange and erratic
movements really cover a carefully con-
sidered project for driving foreigners out of China
altogether. This is by no means improbable.
The Manchus are most of them still quite
unable to realise the extent of foreign
power, and are ready to believe that a
well laid plan would easily result in the
ejection of the hated intruders from the
sacred soil of the Celestial Empire. If
this idea still lingers in Peking—as
seems to be the fact—the sooner it is
removed the better. There is little chance
of that result being attained, however, if
councils such as those attributed to the
American Minister were allowed to prevail.
He is reported to have said, when the French
Minister proposed that troops should be
imported for the protection of the Legations,
that it would be better to demand the
complete reform of the Police system at
Peking, that he thought the Boxers were
being drilled for fun, rather than from any
idea of injuring foreigners, and he did not
like to hurt the feelings of the Emperor by
bringing up guards to the capital! Fortu-
nately he was unsupported, and none of his
colleagues being fatuous enough to share
in his scruples, the guards were sent for,
and the lives of the foreigners in the
Legations thereby rendered comparatively
secure. The situation is, however, still far
from satisfactory, the air of Peking is charged
with electricity, and a general feeling of
unrest prevails throughout the provinces of
Chihli and Shantung. There seems to be
no Chinese Minister at the present moment
with any verve; the Tsungli Yamen
consists for the most part of a pack of more
or less ignorant nobodies, whose one aim
and end is to invent excuses for doing nothing.
Jura Lu is perhaps the one man who has
either the head to conceive or the hand to
carry out any state measure, and he halts
between two opinions: fear of the Emperor
and loyalty to Kwang Hsi. The Emperor
himself is well-meaning, but feeble, crushed
by the events of the past three years, and
strained by the fear that he has no
sufficient backing.

This being the position of things in the
capital of China, and there being apparently
no central authority strong enough to
repress disorder and restore confidence,
the question arises, what is to be done by
the Treaty Powers? Are they to go on in-
definitely conniving at conspiracies for the
personal aggrandisement of harem favourites
or of corrupt Chinese mandarins? Are they
to acquiesce for ever in a state of political
uncertainty rendering necessary the main-
tenance of large armed forces for the pro-
tection of the persons of their Ambassadors
in Peking? Are they going once more to
allow trade to be interrupted by the
acts of conspirators encouraged in
high quarters, and to condone the murder
of missionaries and ill-treatment of railway
engineers with the usual payment of small
indemnities and the execution of a few (possi-
bly innocent) coolies? Surely not. The
time has arrived when some more decisive
action should be taken than has hitherto
satisfied our too readily placated Govern-
ments. We are glad to learn through our
telegraphic advices that the English papers
are urging that prompt action should be taken
to maintain Great Britain's prestige, and
sincerely hope that such pressure will be
brought to bear on Lord SALISBURY as will
compel him to assert British influence in
Peking. Two more British subjects have
been "murdered"—two more to swell the
long roll of victims to Chinese prejudice
and passion—and this outrage not only
affords a pretext for, but imperatively calls
out for intervention. France and Bel-
gium will no doubt support British de-

mands in this instance, for they have
both suffered wrongs. But whatever they
may do, however the other Powers may
decide to act, the British Government is
clearly called upon to speak out promptly and
decisively. If the other Treaty Powers will
join, well and good; if not, then let Britain
once more play a lone hand and pay it
fearlessly. We want nothing but justice and
a guarantee for the safety of those British
subjects whom business or duty has brought
into the Central Kingdom; but these we
must have even if we have to overthrow the
present rotten Government at Peking to
secure them. Has not the time arrived
when something better, more stable, and
more amenable to reason than the existing
Administration should be set up in the
capital of this Great Empire—a Government
with more enlightened views, possessing
some sense of duty to the falling millions,
and imbued with a genuine desire to help
the country on the road to progress?

The delivery of the English mail was begun
at 2:30 p.m. yesterday.

The French Mail of the 7th May was deliv-
ered in London on the 5th inst.

Between noon of the 6th and 7th inst., eight
fresh cases of plague occurred and eleven deaths.

At the Magistrate's yesterday afternoon the
Chinese man who was arrested for attempting to
murder his wife at Shaikwan was committed
for trial.

At the Magistrate's yesterday 13 persons
resulting in the Central District were ordered to
pay fines ranging from \$5 to \$10 for neglecting
to line-wash their tenements.

A Pioneer telegram of the 24th ult. announced
a report from Washington that torpedoes are
being placed in all the Japanese harbours in
anticipation of an early conflict.

The *Cornwall* on her voyage from here to
Singapore, which she reached on the 1st inst.,
reported another death from plague on board,
viz., a lazar, who died on the 29th ult. The
passengers, mails and cargo were allowed to
land, but not the crew.

At the Magistrate's yesterday the occupant of
No. 10, Des Vaux Road, was fined \$50 for dis-
charging sullage water into the side channel.
The tenant of 83 Praya, Central was fined \$40
for a similar offence. A fine of \$50 was imposed
upon Ah Wing, contractor, for carrying out
drainage work contrary to the Bye-law.

In a recent interview which a correspondent
of the *London and China Express* had with
Viceroy Li Hung-chang, the latter admitted
that the complaints made as to the insecurity
of the West River were "true, to a certain ex-
tent, but that he was now taking steps to put
the pirates down, which would be effective very
shortly." He declined to be further drawn on
this subject or on that of inland water naviga-
tion, guiding the conversation skilfully back to
Kang Yu-wei and the Reformers every time.

At the Magistrate's yesterday afternoon a
Chinese man was charged with kidnapping four
youths from Pakhoi. On the 2nd inst. Ser-
geant Smith (35) was standing near the Bank
Wharf when he noticed a sampan going to-
wards a steamer which was about to sail for
Singapore. From the appearance of the occu-
pants of the sampan his suspicions were
aroused, and he followed them, and brought
them back. It was subsequently found that the
men had been brought from Pakhoi, being
told that if they would come to Hongkong they
would get \$15 a month and good food. When
they arrived in Hongkong they were told that
it would be necessary for them to go down to
Singapore. The defendant was sentenced to six
months' hard labour.

The Volunteer Fleet of fifteen large and fast
steamers, says an *Odessa* correspondent of the
London and China Express, is no longer equal
to the rapidly swelling volume of Russia's
carrying trade from this chief port of departure
to the Far East. Among other auxiliary trans-
ports now being placed on the *Odessa-Vladivostok*
and *Port Arthur* line are four large
steamers of 8,000 tons each, belonging to the
Eastern Asiatic Steamship Company of Copen-
hagen. These four vessels have been placed
under the Russian flag in compliance with the
new regulation which came into force at the
beginning of the year, forbidding vessels under
foreign flags to trade between ports in European
Russia, and Russian ports in the Far East. The
pioneer steamer of the Danish Company, the
Manchuria, left here a few days ago with a full
general cargo and a fair complement of passen-
gers for Vladivostok and Port Arthur; her
outward freightage represented something like
£14,000. With a little more foresight and
enterprise a company of British shipowners
could have made the same arrangement as the
Danish Company with regard to the flag, and
thereby have secured a highly lucrative trade.
The Volunteer Fleet steamers can no longer be
correctly described as Far Eastern trading crui-
sers. They are essentially, and almost ex-
clusively, military transports, and are likely to
maintain that character for many years to come.
The ocean-carrying trade between the Black
Sea and the Far East has little or nothing to
fear from the competition of the Siberian Rail-
way, that is in so far as merchandise traffic is
concerned. According to expert opinion, the
transport of goods from European Russia to the
Far East over the single-track Trans-Siberian
line will consume at least three months, whilst
the sea trip hence to Vladivostok is about
forty-six or forty-seven days, to say nothing of
the cheaper freightage by the ocean route.

A Committee of the Ambassadors of Berlin
arranging an Oriental tour, including India,
for the Crown Prince of Prussia, Lord Curzon,
the Viceroy of India, has been apprised of the
Kaiser's wishes in the matter.

A Government *Gaselle* Extraordinary notifies
the receipt of a telegram from the Colonial
Secretary, Singapore, dated 6th inst., to the
effect that "Chinese Coolie emigration is pro-
hibited by vessels sailing from Hongkong after
7th June." This news we were enabled to give
yesterday by the courtesy of Messrs. Sander,
Wilder & Co.

A Calcutta telegram of the 26th ult. says:—
There are now 5,750,000 persons on Relief
Works, the figures showing an increase of
73,000 during the past week. The principal
increases occur in the Central Provinces—
Berar, Hyderabad, and Ajmera. Marwar,
Bombay, and Sind report a decrease of 49,000,
and Bombay Native States of 10,000 persons.

The *Shennessy* correspondent of the *Natal*
and *Military Record* wrote on the 8th ult.:—
The *Galathea* is making a prolonged stay in the
harbour. Three weeks have elapsed since she
arrived from Chatham, and she is not yet ready
for her departure. Newly-commissioned ships
have been so successful in recent years that
they have seldom been detained here for more
than a few days after their arrival from Chatham.
The *Galathea's* defects are being made good by
the Chief Engineer's Department at Chatham,
men being brought down by tug daily.

Captain J. H. Phillips, who has recently been
awarded the additional *Greulich* Hospital
pension of £80 for officers retired from the
active list of staff-captains, served in China
from 1857 to 1861, and was present at the
destruction of the Chinese fleet of war junks
at Tuenng Kwan in May, 1857, for which he
received the China medal with the Fatsien
clasp, and was also present at the bombardment
and capture of Canton in December, 1858, for
which he received the Canton clasp. He was
appointed second master of the *Placer*, and was
specially mentioned in despatches for his services
in plotting during a series of extensive cap-
tures of piratical fleets and strongholds between
August and September, 1858, receiving the
thanks of the Admiralty. While in the *Placer*
(bearing the flag of Admiral Sir James Hope)
he was wounded at the attack on the Peiho
Forts, June, 1857. He was appointed to the
command of the *Waterloo* and was present at
the landing of the army in the Pei Tung River,
when the Peiho Forts were taken in 1859, and
was present at subsequent operations in the
River Peiho during the advance to Tientsin
and Peking, for which he received the Taku
clasp.

The St. Petersburg correspondent of the
Times telegraphed on the 2nd ult.:—Now
comes from Manchuria that recently, at a spot
yet named on the route of the Russian railway
now under construction, a detachment of 35
Chinese soldiers shot a Russian captain in com-
mand of ten Cossacks doing police duty. The
Cossacks at once attacked and pursued the
Chinese, cutting down most of them. The
cause of the incident is not stated,
but there are reports that the Chinese
in Manchuria are greatly irritated by the
overbearing behaviour of the Russians,
who, on their part, are exasperated by the
terrible murders and mutilations of Russian
railway engineers by native brigands. The
Russian Government, it is said, has lodged a
strong complaint at Peking, together with a
demand for the punishment of the highest
Chinese official of the district responsible for
the conduct of the Chinese troops. Several ex-
ecutions have already been carried out by the
Chinese authorities in Manchuria on account
of previous attacks on Russians connected with
the railway work. A telegram from Vladivostok
states that the Chinese Government has
at once consented to comply with the demand
of Russia for the punishment of the guilty
persons in connexion with the encounter be-
tween Chinese soldiers and Cossack police.

Another St. Petersburg correspondent says
that the Chinese Eastern Railway has been com-
pleted as far as its northern terminal point,
Telin, a small place lying a little way north
of Mukden. The work of construction has
been carried on with great despatch, and has
occupied only a little more than a year. Of
late the work could be greatly accelerated
in view of the facts that the nature of the
country presented less difficulties and also
that all the necessary building material, such as
rails, sleepers, and the like, could be brought
simultaneously to the work by way of Port Ar-
thur, Dalny, and Newchwang, at which places
they had arrived by steamer. The total
length of the line is 254 miles, and work-
men's trains are now running the entire
length, but the line will not be thrown
open for general working for some time. A
great deal of work connected with building
bridges, stations, and dwelling-houses for the
officials remains to be done. The acquisition of
land for the railway and also for Dalny was
carried out with comparatively little unpleasantness
in the Kwang-tung territory. Misunderstand-
ings with and disorders among the natives oc-
curred only last May and June; the prompt and
effective measures taken by the Russian Govern-
ment soon put a stop to them. The Chinese
are becoming gradually more and more ac-
customed to the presence of the Russians, and signs
of a more friendly disposition on the part of the
former are seen in the fact that an "Address of
Respect" and a banner were presented by them
recently to a Russian engineer and a Russian
technician. The section of the line from Telin
to Port Arthur, a distance of 234 miles, is
expected to be laid by the autumn.

The report that Sir Frederick Crozer will be
the new Governor of the Straits Settlements is
discredited by the *London and China Express*,
and also by the Straits papers.

H.M.S. *Pique* is now expected to wait at
Singapore until the arrival of the torpedo boats
Janus and *Otter*, which she will convey to
Hongkong. These two boats arrived at Port
Said on the 5th ult.

The King of Siam has conferred the 1st class
of the order of the Crown of Siam upon Col.
Kooler of the Russian Army. The 4th class of
the same order has been conferred on Mr. C.
Robyns, Asst. Legal Adviser to the Siamese
Government.

A contract has been drawn up between the
North German Lloyd and the Vulcan ship-
building yard at Stettin for the building of a
steamer far to surpass all others in size and
speed. She is to be 766 feet long and will have
engines of 44,000 horse power, giving a speed
of 24 knots. The steamer is to be delivered
finished in 1902.

The *Daily Mail* St. Petersburg Correspondent
last month telegraphed:—The Manchurian
Railway Company has given an assurance to
the Government that by the beginning of
November Port Arthur will be connected with
Vladivostok by an unbroken line of rails, and
that this section of the railway will be open for
temporary traffic. Simultaneously with this
announcement the Manchurian Railway Com-
pany asked the Government to grant it conces-
sions for a railway in Corea from Chabin to
Sesul, and in China from Mukden to Peking.

Under the heading of "Hongkong For-
gotten," the *Daily Mail* says:—Oblivious guns are
not confined either to our battle ship
to our field artillery or to home defence.
According to a report of the Hongkong
branch of the Navy League, dated March
31, old muzzle-loaders take a leading part in
this "oblivion" of this, our most important
coasting station of the East. Kowloon west fort
has three 10-inch muzzle-loaders, Kowloon
Dock three 9-inch muzzle-loaders, North Point
two, and Lysemoon four similar weapons, while
Lysemoon has also some six or eight 64-pounder
muzzle-loaders. With regard to the guns on
Stoncutter's Island there was once some talk
of displacing two 64-pounders by two 4.7
breach-loaders. The old guns were dismounted,
but though that was two years ago the 4.7 guns
have not yet been mounted.

The following extract from a letter from a
Deronian in Sarawak, Borneo, dated
Feb. 3, has been made public:—To-day we
called up the seven or eight Tokays,
or leading Chinese, from the bazaar, and
asked for help from them for the wounded
English sailors at the Cape. We expected
nothing, but left a paper with them if they
wished to give, and went into lunch. What
was my surprise on coming out to see the paper
filled in for \$100 (£10)! This from Chinese
who had only heard of the Queen of England,
and know nothing of the war, living in an out-
of-the-way village of Central Borneo. They
never even thought about it, but on hearing of
our losses they pricked up their ears, with this
result. It shows how widespread is the Queen's
influence, and how willing the Chinese are to
help white people. They say that the men who
are wounded are of the same nation as their
Bajah, and therefore deserve to be helped if in
trouble. It shows that the Rajah's rule is
valued by the Chinese here, and whatever
people say against Chinese as a nation, their in-
dividual generosity cannot be too highly
praised.

THE TROOPING OF THE COLOURS.

Splendid weather prevailed yesterday, so that
the trooping of the colours by the Hongkong
Regiment postponed from Monday on account
of the rain, was brought off most successfully
in the presence of many spectators. So much
interest was taken in the ceremony on the Queen's
Birthday, which unfortunately many of the
public were unable to witness, that H.E. Major-
General Gascoigne, C.M.G., at the request of
several members of the community, kindly ar-
ranged that the trooping of the colours should be re-
peated in a central position of the town by the
Hongkong Regiment, which did not take part
in the previous affair. The public showed their
appreciation by appearing in large numbers to
witness the event.

The men of this fine regiment were drawn up
on the ground before 6 p.m., and looked rema-
rkably well in their scarlet and yellow uniforms,
brilliant turbans, and white leggings. Captain
C. L. Berger, wing commander, was in com-
mand, and native officers commanded the
companies, whilst the brass and bugle bands
of the Regiment were also in attendance.
Everyone was impressed by the smartness and
excellent physique of the men, and the specta-
tors frequently applauded the regiment as it
went by in companies. On the arrival of Major-
General Gascoigne he was received with a
general salute, and he, accompanied by his staff,
inspected the column. He congratulated
Captain Berger on the appearance of the men,
saying he was thoroughly satisfied with them.
Then, headed by the Band, the colours were taken
and escorted slowly past the saluting base
and along the front of the column, the men pre-
sented arms. The various companies marched past
at slow and quick step, afterwards forming up
in double line, and marching forward to the saluting
base, presenting arms. H.E. the General then
called for three cheers for the Queen, in
which all joined enthusiastically and gave
an additional cheer. The ceremony terminated
with the regiment marching off the ground
led by the bands.

TELEGRAMS.

"DAILY PRESS" SERVICE.

SHANGHAI, 7th June, 11.15 a.m.

GRAVE NEWS FROM THE NORTH.
ALL COMMUNICATION WITH
PEKING SUSPENDED.

Information was despatched from Tien-
tsin on Wednesday that an attempt on that
day to get a train through to Peking had
failed and that all intercourse with the capital
had stopped since the day before, the 5th
instant.

SEX HUNDRED TROOPS AT PEKING.

Six hundred European troops are now at
Tientsin with six guns. The Chinese of the
neighbourhood are in a state of terror.

SHANGHAI, 7th June, 7.40 p.m.

LEGATION REPORTS LANDING OF
LARGE JOINT FORCE.

The Legation at noon to-day reports that
there have been landed 308 British, 156
Americans, 141 French, 105 Russians, 95
Japanese, 80 Germans, and 80 Italians.

LONDON, 6th June, 12.10 p.m.

DETAILS OF THE SURRENDER OF
PRETORIA—ONE HUNDRED BRI-
TISH OFFICERS RESTORED
TO FREEDOM.

It is officially announced that Comman-
dant Botha at midnight on Tuesday, the 5th
instant, proposed an armistice to settle the
terms of surrender of the Boer forces. Lord
Roberts demanded an unconditional surren-
der by daylight on Wednesday, as the
troops had been ordered to march on the
town. Commandant Botha decided not to
defend Pretoria, and the civil officials sur-
rendered the town. Mrs. Botha and Mrs.
Kroger were in Pretoria, and also one hun-
dred British officers.

DISASTER AT LINDLEY—SPLENDID
FORCED MARCH BY LORD
METHUEN.

Lord Roberts reports that the 13th bat-
talion of the Imperial Yeomanry surrendered
to a superior force of Boers on Thursday
last, the 31st May, at Lindley. Lord
Methuen marched 44 miles in 25 hours but
was too late to rescue the Yeomanry. He
attacked a force of 3,000 Boers and kept up
a running fight for five hours, completely
routing the enemy.

REUTERS SERVICE.

LONDON, 5th June.

THE WAR—INVESTMENT OF
PRETORIA.

According to latest advices from Pretoria
via Lawrence Marquis, the British troops now
invest Pretoria, and the Burgomaster will sur-
render the city without resistance as soon as a
formal demand is made.

OPERATIONS IN THE ORANGE
RIVER COLONY.

Col. Bryan Mahon has effected a junction
with General Hunter, and General Ruddle has
arrived at Hillersdorp and is now in touch with
Col. Brabant.

LATER.

PRETORIA OCCUPIED.

Pretoria has been occupied by the British.
London, 5th June.

THE CAPTURE OF THE TRANSVAAL
CAPITAL.

Lord Roberts' advance began at daybreak
on the 4th inst. After advancing ten miles to
Six-mile Spruit he encountered a stubborn
resistance, but eventually the Boers were driven
back towards Pretoria. Nightfall prevented pur-
suit. (The British bivouacked on the ground
gained.)

Lord Roberts made a triumphal entry into
Pretoria at 2 p.m. on the 5th inst., details of
which have not yet come to hand.

ASHANTI.

The absence of news from Ashanti is causing
anxiety. Major Carter with 300 troops has left
Fumasi to try to meet the Governor.

IMPERIAL ENTHUSIASM ABOUT
PRETORIA.

The Empire is very enthusiastic about the
capture of Pretoria. The scenes in London and
elsewhere are similar to those after the relief
of Mafeking.

LATEST STEAMER MOVEMENT.

The C. P. R. steamer *Empress of Japan*
arrived at Vancouver on the 6th instant at 8.30
a.m.

An Outlander who is now narrating his ex-
periences in the *Cape Illustrated Magazine* tells
a story of the outbreak of the war. The night
before the Irish Brigade left Johannesburg for
the front was spent by some of its members in
convivial fashion. One of them was afterwards
moving with uncertain gait along the street,
when he stumbled against a couple of Boers. The
Irishman stared stupidly at them for a moment,
or two, and then resumed his wayward journey,
grunting: "A pair of damned Dutchmen!"
The Boers grinned at the reflection that he was
about to risk his life in their cause.

A MESSAGE FROM THE QUEEN.

IN REPLY TO HONGKONG'S CONGRATULATIONS.

We have received from H. E. the Officer Administering the Government a copy of the following telegram which he has received from the Secretary of State for the Colonies—

The Queen commands me to express her appreciation of Hongkong's congratulations on Lord Roberts' entry into Pretoria.

HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Orange, Director of Public Works) occupied the chair, and there were also present the Vice-president (Dr. Lowson, Acting Principal Civil Medical Officer), Mr. F. J. Boleley (Acting Captain Superintendent of Police), Lieut. Col. Ryan, Mr. J. McKie, Dr. Hartigan, Mr. E. Osbourne, Dr. F. Clark (Medical Officer of Health), Mr. Grant A. Fook, and Mr. G. A. Woodcock (Secretary).

THE CHINESE COMMISSIONERS' COMMITTEE. The following report was submitted from Dr. Clark on behalf of the Chinese Commissioners' Committee.

"At a meeting of the committee of the Board of Health, held on the 2nd inst. (Monday), which was held yesterday afternoon (May 31st) it was unanimously agreed that the Plague Cemetery at Kennedy Town is in every way suitable for the purpose of the Board, and that the latter was under the disadvantage of requiring the conveyance of the dead bodies by water. The committee desire to add, however, that if the Government are prepared to incur the great expense of water carriage of the dead bodies and the mortuary then they would recommend the use of Lamau Island as a suitable site for a Plague Cemetery."

Dr. Lowson proposed the adoption of the report and that it be forwarded to Government, together with the reasons of the committee for making these recommendations.

Mr. Osbourne seconded and the motion was carried.

THE OVERCROWDING QUESTION. The following further report (dated June 2nd) on the alleged overcrowding of the city was submitted by Dr. Clark—

"I have the honour to report that 41 floors have been visited between the hours of midnight and 5 a.m. in New Street during the last week with the following result—Number of persons that these floors could accommodate 1,331; number of persons found occupying the premises 1,007; individual cases of overcrowding, to the extent of some four or five persons in excess usually, will be dealt with by legal action."

On the suggestion of Lieut. Col. Ryan it was decided to refer the report to the committee of the Board.

OVER WATER SUPPLY.

PUBLIC URINALS. The Board having been approached as to the proposed sites for public urinals, Mr. McKie said—

"I was the gentleman who first prominently introduced this unwelcome subject and an very glad to see that the Sanitary Board has now taken up the subject. I am glad to see the opportunity of recommending a list of sites upon which to erect these conveniences. It is a disgrace to one of the largest shipping ports in the world with a constant and enormous stream of shipping and passengers running through it that there should be only two public urinals in the colony. I am glad to see that like holes in a wall, antiquated, insanitary, and pointed with stink and filth. The M. O. H. has given us a complete list of what he considers suitable sites, but when the Government meet us in the manner they have, I think we should go more thoroughly into the subject, and I therefore propose that the Sanitary Board be formed to visit and report upon the situation. The motion was seconded and carried."

Dr. CLARK, in pursuance of notice, moved—

"That the Sanitary Board be recommended to the Government to appoint a Committee to enquire into the question of the water supply of the City of Victoria, and to report thereon to the use of sea water for such purposes as the watering of streets, the flushing of the main sewers, the extinction of fires, and the flushing of the many public urinals which are so urgently needed throughout the city, but which cannot apparently be provided owing to the deficiency of our present water supply. He said that he thought it would be apparent that this motion had been inspired by the minutes of the Director of Public Works on the previous papers with reference to public urinals. There was a great want of public urinals throughout the city. The Director of Public Works told them, that they could not get the water supply, and he had not got the water supply, and he had not agreed with him on that point. The present storage capacity for the city of Victoria amounted to 500 million gallons and the utmost possible storage capacity, after the completion of Mr. Cooper's scheme, would be about 700 million gallons. But suppose, he said, that they had a very wet season that it would be possible to fill these reservoirs, so that it was apparent that they had already almost reached the limit of their fresh water supply for the City, except in exceptional seasons. The consumption of water per head had risen, since Mr. Cooper's time, from 15 gallons per day to almost 17 gallons, so that that gentleman's sanguine expectations as to the sufficiency of our water supply for some years to come had scarcely been realized, while the growth of the City was proceeding at such a rapid rate that Mr. Cooper's advice to 'wait' was only likely, if adopted, to land them in serious difficulties within a very few years. The difficulties with regard to the use of sea-water had been overcome in many ways of the smaller sea-coast towns of England, and there was no excuse whatever why a city such as Victoria should longer delay in adopting that method of the most ordinary and commonplace methods for augmenting the water supply required for such purposes as were specified in the terms of the resolution. It would not be necessary to raise sea-water to a greater height than the level of China Road, below which lay practically the whole of the Chinese and the business quarters, and the Committee, if appointed, would, he thought, have little difficulty in finding suitable sites for sea-water reservoirs on this level."

Mr. CHAN A. FOOK seconded, and after a few remarks from the President and Lieut. Col. Ryan the motion was carried.

Several applications for exemption from constructing back yards were dealt with.

A couple of applications for exemption from concreting the ground floors were dealt with.

THE PLACUE IN DOWNEY CITY. A return showing the number of plague cases and deaths in Downey City from April 24th to May 7th was submitted. The number of cases for May 7th was 44 and the number of deaths

31, the numbers for the previous day being 79 and 41.

Lieut. Col. Ryan moved—"The present daily rate of Hongkong is much greater in proportion to population."

HOUSE TO HOUSE VISITATION. Papers relating to house to house visitation were submitted. Dr. Clark instructed the Chief Inspector—

"The police engage in house to house visiting may now work from 5—8 a.m. and from 2—5 p.m., but must be distinctly given to understand that they are only to visit coolie houses, common lodging houses, opium dens, and premises where women are not likely to be found between 8 a.m. and 7 p.m. After 7 a.m. family houses may be entered."

Dr. Hartigan moved—"This should meet all objections."

THE HEALTH OF HONGKONG. The death rate for the colony for the week ended May 9th was 39.0, against 31.7 for the previous week and 37.8 for the corresponding week last year. The rate for the following week was 35.2 against 48.2 for the corresponding week last year.

Dr. Hartigan moved—"Fever cases have almost completely disappeared—cleared out by the plague."

THE LIME-WASHING RETURN. In his fortnightly lime-washing return Mr. J. H. Dancy (Chief Inspector) said—

"The work in the Western Division has been delayed a little owing to the changes in the staff at the end of May."

"The work, however, still keeps to the old style—putting off till the last day allowed. Up to date it will be noticed, though half the period has gone, only one-tenth of the Western Division has been done. The infliction of heavy penalties has brought the Central District up to the full total required to be lime-washed. Including the Kowloon Peninsula, owners have added to the Treasury close on a thousand dollars."

Dr. Hartigan moved—"Obstinate delays still. Any means of bringing delinquents to notice the fact of heavy fines imposed on Central District?"

This was all the business.

THE WAR IN SOUTH AFRICA.

NEWS VIA CEYLON AND RANGOON.

HOW MAKING WAS RELIEVED.

A DESPERATE ENCOUNTER IN THE STREETS.

THE PRISONERS TAKEN BY BADEN-POWELL.

Prominent accounts received in London it is impossible to describe the manner in which Making was relieved. Major Mahon's column, which contained among its officers Col. Sir John Willoughby and Col. Rhodes, left Barkly West on the 4th of May. Learning, however, that Cronje, a nephew of the veteran, with a column of 4,000 strong, had been despatched to intercept him on his way to Paarl, the column decided to make a wide detour, avoiding Koodon Road, but the British column encountered another commando on the 15th May, ambushed at Janmasie, seven miles north-west. Being joined opportunely, however, by Col. Plumer's force, and with a detachment of Sir Frederick Carrington's Queenslanders and Canadians, both of whom had daily done forced marches of 30 miles with the utmost speed, the force was able to take the offensive. Lieutenant Moresome, with a number of Protectorate Troops, also reached the scene after many hair-brain escapes and a daring ride of 800 miles.

The night horse dislodged the Boers, who were ordered to retire, but the main body of the Boers, consisting of 2,000 men, refused their retreat. Our casualties were six killed and 20 wounded, and there were very heavy losses on the Boer side. The Boer commando, which was a composite force of 2,000 men, was then attacked on the 15th inst. by the force of the British column, which was then composed of the 1st, 2nd, and 3rd Divisions of the Cape Mounted Rifles, the 1st and 2nd Divisions of the Natal Mounted Rifles, and the 1st and 2nd Divisions of the Transvaal Mounted Rifles. The Boers were then defeated, and the British column, which was then composed of the 1st, 2nd, and 3rd Divisions of the Cape Mounted Rifles, the 1st and 2nd Divisions of the Natal Mounted Rifles, and the 1st and 2nd Divisions of the Transvaal Mounted Rifles, was then victorious.

A final attack on the besiegers of Making was then concerted.

By this time Commandant Eloff had been relieved by the Garrison of Making and was holding the native town, where he had made good his retreat. The fight had lasted 10 hours, and the Boers had been driven back, fighting having taken place in the very streets of Making.

The attack on the besiegers of Making commenced at dawn on the following day, the enemy in the meanwhile having been largely reinforced. They advanced at first from the east, but this was only a feint. For while the attack on the east side was developing, the main force of the enemy, guided by rebel natives, had crept up the Malopo River in the night, and 500 of the Boers rushed to the town pickets, and entered through the burned Buralang location, the huts blazing nearly a mile in length. As they entered the Making defences, Commandant Eloff shouted "Hurry! Come out, you skulkers; to-day we take Making!"

Instantly, another shout—"Run, here are the reinforcements." The majority turned and fled, their leader crying out "Come back! Alas! we are surrounded." Captain Marsh, of the Cape Mounted Rifles, then opened fire from a fort on the Boers, which threw the enemy into confusion, and repulsed their main body (where the Dutch kept in the rear), driving the vanguard and 150 mixed natives into the burning location. Here the enemy divided, one half entering the stone cattle kraal, and the other being hemmed in behind a kopje inside the other defences. Meanwhile the main body of Boers, 500 strong, reached the camp close to the railway, surprising and capturing Colonel Hore and others. All were speedily penned up with 40 of the enemy in the offices of the Protectorate Government, which was covered by the fire of the western fort. Captain Gordon Wilson, General Baden-Powell's Aide-de-Camp, then summoned the Boers to surrender. They, however, refused, and fighting was resumed for several hours, the Boers, breaking under the steady hammering and losing very heavily. Ultimately one party of the enemy, composed of the Cape Mounted Rifles, Col. Hore triumphant, by securing his into capture. A general rush was made after dark when a handful escaped, but a dozen being knocked over, the rest surrendered, numbering about 80. They were composed mainly of French, German and Portuguese, and included Commandant Eloff, Count de Beaumont, and Herr von Weiss, all of whom were lodged in the Malopo kraal. Meanwhile, the section driven into the burning native kraal also surrendered, though a few escaped, and 25 of them were lodged in the gaol. The total number captured was 113.

The London Times praises Lord Roberts for his handling of the Boers, and for his general strategy and despite the severe pressure brought to bear upon him to induce him to end his plans aside.

The Morning Post, Making correspondent reports that the Boers grossly violated the Sunday truce on the 6th inst., killing the cattle guard and shooting their horses, the cattle and low fever infected the whole district, and the only salvation of the troops in Making has been the cleanliness and their general activity.

The Laing's Nek tunnel is now reported open.

MORE PRISONERS MAY NOT GO TO CEYLON.

Allahabad, 23rd May. With reference to the possible despatch of Boer prisoners to Ceylon, no further action will be taken at present. News from the Cape shows that practically all prisoners have been provided for, and, until another big batch is taken, the necessity for utilizing Ceylon will not be pressing.

IN AID OF THE TRANSVAAL WAR FUND.

GRAND NATIONAL BAZAAR IN LONDON. London, 24th May.

A great National Bazaar, in aid of the War Fund, inaugurated under the patronage of the Queen, was opened to-day, and will be continued to-morrow and Saturday, at the Royal Palace Hotel, Kensington. The Bazaar Ladies' Committee is representative of nearly every Royal, noble, and aristocratic name and family in the country.

Princess Edward of Saxony-Warmer is President, and the Chairwoman is Countess de Bockro. Lady Elizabeth Curzon is Hon. Treasurer. Mr. Arthur J. Coke Hon. Secretary. Six Princesses have consented to act at various stalls, which are some sixty-six in number. They represent the Staff and different Regiments of the Army, the "Hawards," the Countess of Warwick, the President is Miss Goshen, the Marchioness of Lansdowne is Military President, Ladies Matron and Marshall Clarke, and Mrs. Arthur Paget are among the Vice-Presidents. Stall No. 2, "The Royal Navy," is presided over by Prince Louis of Battenberg. Princess Victoria of Saxe-Coburg is a very cleverly constructed President. The Prince of Wales presides over No. 3 Stall, "The Household Cavalry," and Princess Edward of Saxony-Warmer is President of the Stall representing "1st Life Guards." Lady, Duchess of Marlborough, is President of the "Lancers" Stall, and the Princess of Wales, the Duchess of Devonshire, the Duchess of Marlborough, of the Oxford Light Infantry, Princess Frederick of Hanover, of the Essex, The South African Contingent has Lady Roberts for President.

THE AMBUSHED SQUADRON OF BETHEUNE'S HORSE. Reuter's correspondent at Newcastle, in an undated telegram, says—

The squadron of Bethune's Horse, which were recently ambushed, do not appear to have been so badly cut up as was at first reported. The squadron suddenly found themselves surrounded, and fought their well-hidden enemy for a time with desperate courage, but the Boers, who were completely superior in numbers, and they were finally forced to surrender, Captain Goff being killed.

The Central News correspondent, writing from Durban on Wednesday, adds the following particulars—

On arriving at Ngutu, the force found the Boers, who were in a very cleverly constructed trench, and the force was then surrounded. The Boers were then defeated, and the British column, which was then composed of the 1st, 2nd, and 3rd Divisions of the Cape Mounted Rifles, the 1st and 2nd Divisions of the Natal Mounted Rifles, and the 1st and 2nd Divisions of the Transvaal Mounted Rifles, was then victorious.

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COL. BETHUNE ON THE AMBUSH.

Colonel Bethune reports that the ambuscade was due to Captain Goff's impetuously attacking Christian Botha's entrenched commando without awaiting reinforcements. Lieutenants Lambton and Macdonald were killed, and were captured and the rest of the squadron killed and wounded.

MORE ABOUT HAPKING.

The Church parade at Hapking on Sunday was a brilliant affair.

Colonel Baden-Powell insists he is in the best of health and despite the protestations of his friends he insists on remaining at the front.

The Burglers have rallied ten miles to the east of the town. They were sick of the siege and declare that Commandant Eloff was sold by Snyman who has the reputation of being a cruel bully. General Snyman credits Colonel Baden-Powell with supernatural powers of command. Snyman has always sworn if ever Hapking was relieved the Boer cause would be lost.

ACTION OF THE TRANSVAAL GOVERNMENT. Both State Engineers having protested against the proposed destruction of the mines have been allowed.

The Government is issuing paper money. All the British prisoners are being sent to Komati. HOME NEWS ON THE WAR.

Lord Lansdowne, in the House of Lords, objected to disturbing the Cavalry rector. He said already 20,000 recruits had been enrolled out of 20,000 available. It was not proposed to create three additional reserve in view of the cost, two millions sterling annually. The twelve new Infantry battalions would consist of two battalions each of Irish Guards, Northumberland Fusiliers, Liverpool, Worcester, Middlesex and Devonshire Regiments. These new Cavalry regiments are being raised averaging 500 men. Seven Horse Batteries have already been raised and also 30 of the 36 new Field Batteries.

The Manchester and Isle of Wight elections have been fought on the war issue. The Opposition deprecates a "khaki election."

Mr. Chamberlain's supporters are working to secure a dissolution of the moment peace is in sight, believing the inevitable result will be a largely increasing majority.

BELLIOU v. THE BANK OF CHINA AND JAPAN.

A COMMENT. The London and China Express says—"To the ordinary mind the case of Belliou v. The Bank of China and Japan seems a little curious. The case has several features of interest which are well worth noting by people at home who may have occasion to employ an agent abroad for a speculative purchase of shares. The facts of the case are as follows:—A foreign Chinese resident commissionaire a merchant firm at Hongkong to hold for the rise and fall of the share in certain shares on which he pays the agreed deposit in cash. The shares, along with others, reach the office of a bank agent and is willing, on the faith of the said merchant firm and in consideration of the cash deposit, to finance the shares. The finance is granted in the shape of a six months' bank credit on London, and the advancing bank is duly informed that part of the shares so deposited are the property of a third party. At the expiry of the six months the merchant firm, the merchant firm fails, and is unable to redeem the advance. The advancing bank has to provide cover for sale of its own credit in London, and as a natural consequence of its own rashness in furnishing injudiciously credit on speculative transactions. But instead of discriminating between the shares of their immediate client and those supplied by the latter in trust for a third party, who happens to be more substantial than their immediate client, they make a desperate attempt in the law courts to fasten the responsibility for the whole of their advances upon the substantial man, on the plea of co-partnership between the parties. This being easily refuted, the bank, in the face of the facts, and being properly resisted in Court, the bank withholds their suit after six years' litigation; but when the rightful owner thereupon claims his part of the shares, and offers to repay the bank the proportionate advance, together with legal interest incurred during the six years, the bank, in the face of the facts, and being properly resisted in Court, the bank withholds their suit after six years' litigation; but when the rightful owner thereupon claims his part of the shares, and offers to repay the bank the proportionate advance, together with legal interest incurred during the six years, the bank, in the face of the facts, and being properly resisted in Court, the bank withholds their suit after six years' litigation; but when the rightful owner thereupon claims his part of the shares, and offers to repay the bank the proportionate advance, together with legal interest incurred during the six years, the bank, in the face of the facts, and being properly resisted in Court, the bank withholds their suit after six years' litigation; 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etc. Wholesale and Retail, 122, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL,
Wholesale Importers and Exporters, India,
Chinese and Japanese Silks, Cashmere
Shawls and Ceylon Lace, 46, Queen's
Road, Cl.

SILK LACE MANUFACTURERS
FR. BLUNCK,
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order, 17, Queen's Road Central.

STOREKEEPERS
F. BLACKHEAD & CO.,
Navy Contractors, Shipbuilders, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipbuilders, Sailmakers, Brass and Iron
Merchants, 68, Praya Central.

LANE, CRAWFORD & CO.,
Tailors and Outfitters, Pianoforte Dealers,
Shipbuilders, Furniture Dealers and
Upholsterers, Wine and Spirit Mer-
chants.

MORE & SEIMUND,
Shipbuilders, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 17, Praya Central.

TAILORS
AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch at A-MAN, opposite City Hall.

R. HAUGHTON & CO.,
Navy Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosi-
ers, 85, Queen's Road Central.

LANE, CRAWFORD & CO.,
Queen's Road.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery and Drapers, Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS
D. S. DADY BURJOE, "Los FILIPINOS,"
Importers of the Best Manila Cigars, 23,
Fettinger Street.

KEUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Counaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2 Leoyano Street East. AGENTS FOR
W. KENNEDY & CO., 37, Calle San
"Seinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS
H. PRICE & CO.,
12, Queen's Road
and Calle Alacague, Manila.

PORTLAND CEMENT

J. B. WHITE & SONS
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899.

OUR PARIS LETTER.

Paris, 12th May.
There is a growing desire that the Govern-
ment may carry out the intention attributed to
it, of appointing an independent Commission
to report on the general condition of the Exhi-
bition. The Show is not at all popular with the
marchandises in Paris, and the ladies do not
display any marked taste for any serious side of
it. There is no doubt politics have much to do
with this unhappy state of things. The "Natio-
nalists" or extreme men, and the Monarchists,
desire to find in the failure of the Show the
occasion to strike down the Cabinet or to pro-
voke a foreign complication. The raw-head-and-
bloody-bones decree of the superior authorities
to definitely close from this day to all exhibi-
tors not yet arrived admission into the buildings,
may not have the effect anticipated. The Commis-
sioners themselves have much to answer for: they
had not the buildings—nor have they yet finish-
ed; walls remain to be plastered and decorated;
then these must be dried. Exhibitors of deli-
cate articles must be excused for holding back till
circumstances allow of the suitable moment
being caught. To sell a site not occupied, and
possessing the purchasing money, keeping it
more or less, is not quite fair. Then the many
concessions made subject to the elastic condition
of revision enable the Commissioners to double
and triple their terms. All these matters create
dissatisfaction.

The electric companies do not appear to be
yet in full working order. Hence delay in
lighting the Palace of Electricity, and the Water
Castle, as well as a shortage in the supply of
motive power. The United States of America
and Great Britain have not yet completed their
palaces in the Street of Nations. But a month
ago England showed punctuality by being up to
date with her marvellous contents from British
India and Ceylon. America has received her load
of 60 Musicians—the "Boson" troupe. There is
no increase in the number of visitors—84,600
a day, when half a million will be required to
meet expenses and repay capital.

The result of the Municipal Elections over
France discloses the unpleasant fact that the
country is more than ever split up into factions
and factions. The triumph of the "Nationalists"
in the capital must be very annoying to the
Government, which has administered the
country so judiciously in the midst of great
trials and dangers. The "Nationalists" in-
clude the ramp of the Boulangist party, the
Monarchists, the Republicans out in the cold,
and all disappointed political adventurers.
They are only united to destroy. Public
opinion in France is thus on the run again, and
the weathercock may veer to the side of any
probability. The Republic's existence is not
involved, but its action is paralyzed by dissen-
sions and home intrigues.

The latest still grounds and grumbles against
the British Empire, only it is less expressed, as
the classes who indulge in it may have be-
come fatigued, or perhaps receive their notice
does not frighten at all the English, who
besides treat the political bad manners of
France with practical indifference. Besides,
Germany is accepted as the ally of England.
The latter's Colonies are rapidly federating, or
being taken into partnership by the mother
country. The truth in addition has sunk deep
into the hearts of the British people, that they
must rely on their own right arms, keep armed
and be exercised up to date, by means of rifle
clubs and summary concentrated movements
periodically. That will dispense with any neces-
sity to adopt the unpopular prospect of con-
scription, every man to have his own rifle and to
shoot straight. The Navy will also be looked
into at once, and weapons of the latest and best
patterns secured. English manufacturers are
able to supply all the war material equal to the
Krupp and Creusot foundries.

The military critics here have only praised for
the brilliant tactics and dashing strategy of the
British troops in South Africa. It is admitted
that Roberts has well pictured the Boers' armour,
he knows how to out-manoeuvre their kopjes and
to out-flank and to empty their trenches. He
is rapidly having them at bay and never giving
them time to rest or reform, will speedily force
them to surrender in mass or accept a definite
battle. It is a consolation for the mercenaries,
or cosmopolitans, who have volunteered to fight
the cause of the Republics, that the latter so
highly appreciate the help by placing them in the
front ranks of danger. "There they are, cursing
of all worldly anxiety. The Boers are getting
short of horses or ponies now, and have no pros-
pect of replacing the deficit, while the British
have inexhaustible reserves. The strong hold-
ings of cavalry that the English at present command
and with all the reinforcements they weekly
receive, the winding-up act of the Boers' long-
lived intrigues must soon end. Lord Roberts
is commended for his sternness; his mild
proclamations were only laughed at by the
enemy; their slowness, like the white
flag, has been seen through, and found out.
Each farmhouse appears to be a little
arsenal; the latter must be revealed and cleared
out, the horses taken away, the property con-
fiscated, and the owners deprived of the right
of voting for many years. The decision to employ,
on the termination of the war, the services of
officers and soldiers who desire to settle down as
farmers, being militia at the same time, is ex-
cellent. The land of the Free State, that will be at
once annexed to the British Empire, is excellent;
parts of it are proverbial for their natural
health. The Transvaal is quite different, the
agricultural population is scanty, food products
are rare, so the inducements for guerrilla warfare
are not missing. Pretoria and Johannesburg
taken, Uncle Paul may close his Psalm Book,
and sing his Doxology.

Phillips, the Clerk in the Admiralty, has been
sentenced to four years' imprisonment and a
fine of £1,000. A very few years ago he was
appointed a clerk over the heads of seventy offi-
cials. But he had good friends at his back:

He seemed to have planned a scheme to sell
secrets of the Admiralty, and succeeded in drag-
ging some five officials, more or less, to share in
tolerate his views, and who have been punished
severely by loss of rank. The step for which he
was convicted was a letter addressed, rather
clumsily, to the British Embassy, offering to
communicate intelligence respecting the cargoes
of French ships chartered, &c., for Delagoa, with
goods for the Board, and of the action of Dr.
Lloyd's therewith. The letter was delivered to the
son-in-law of the porter at the British Embassy,
who appears to be a Frenchman from his name
—Dameron. This man did not hand the sus-
picious letter to the secretary of the Embassy,
but carried it to the leading Anglophobe jour-
nal who made it at once into copy. It was at
the same time shown to Dr. Lloyd, who described
the writer as a swindler. A trap was laid,
where the accused—an officer in the navy since
1855—expected to be paid his thirty pieces of
silver, or in modern currency, £1,000. He took
to flight and is still on the run. The English
Ambassador has dismissed the porter for the
misconduct of his son-in-law. The porter was
a very civil fellow, and appeared to be a German
—an odd employee for a British Embassy.

Woman's Rights in France have experienced
a knock back. The fair sex had their daily
paper in Paris very well brought out, only the
articles were too long-winded. Females executed
all the work between 9 a.m. and 3 a.m. Then
factory inspectors came down on the enterprise,
and notified the non-observance of the law which
prohibited women and children to be employed
at night work. Now "h-critters" have been
engaged.

The Memorial Chapel erected in the Rue
Jean Loujon to recall the configuration of the
Chapelle which occurred there three years
ago, has been very privately opened by the Arch-
bishop of Paris. The chapel only contains
400 seats, and the crypt 200. Special invita-
tion cards were sent to the families of the
victims, and the seats were occupied
mostly by ladies in the deepest mourning,
who shed tears during the short ceremony of
one hour and a quarter. A few feeling ad-
dresses by clergymen who were related to some
of the victims and a few mass formed the cere-
mony. The congregation later visited the crypt.
The buildings are in charge of nuns of the St.
Andrew order; they number 17, and have to
their convent on the site. The men who helped
to save life during the fire were not invited.

"La Goulue" is the name given to one of the
fast dancers connected with the Moulin Rouge,
and a "favorite" with a certain public. Not
long ago she lived with the wild west
showman Pecos. This union ended by Pecos
asking for police protection; he could tame lions
and tigers, but Goulue was too much for him.
Some of her admirers set her up in a manège
of her own, and close to Pecos's show, which
she speedily eclipsed. She now appears to have
seriously walked M. Drosler, a conjuror. The
wedding breakfast took place in his manège,
the wild beast looking on. The crowd
outside danced the bride to appear. She came,
and promised to dance for them one of her most
noted fast dances, with an old companion, the
famous Nana de Casseuse. This was too
much for the police, who stopped the exhibition,
asserting that such was not authorized in the
open air.

The ruffian who stabbed two English ladies
walking in the Rue Lafayette and then bolted
has not been found. He overheard them
talking their native tongue. One of the
ladies is married to a French baronet, who
informs the Prefect of Police that henceforth
he will carry a revolver for self-protection.
In France no person can carry any weapon
without permission of the police authorities.
Hence, in all public halls, daggers and pistols
and sword canes must be delivered to the
keeper of the cloak-room like umbrellas and
walking sticks.

The Courts have decided a knotty point at
last, that of making the managers of theatres
responsible for all lost articles confined to the
box-opens or cloak-room women—all caps and
pink ribbons. Few persons in their day but
have lost some article in this respect, and were
blatantly informed to sue the porters for its
recovery or cost. Now the tables are turned.

On the fourteenth of next July the remains
of several celebrities will be transferred to the
Pantheon. Two years must elapse from their
death here that mortuary honour can be con-
ferred. That saves ejecting the remains from
the building in case anything should turn up,
reflecting on their patriotism, as in the case of
Mimbeau. It is asserted that Lamblais re-
mains will be included in the forthcoming col-
lective exhumations. His father stubbornly re-
fused any such transfer for his son's remains;
they were to repose in the modest family
sepulchre at Niox. Gambetta's sister resisted all
solicitation to overrule her father's wishes.
These then would seem to have been conquered.

The decision of General de Laffitte, Minis-
ter of War, interdicting the sale of all alcoholic
drinks in the canteens, is now approved of and
accepted. The French soldiers never have much
cash to spend on any drink; their pay leaves
them only one son per day pocket-money. But
they are well fed, and bear, cider, coffee, milk,
tea, etc., would do them more good than "nips"
of poisonous liquors and brandy.

YOU MUST STOP COUGHING.

The best way to cure Chronic Coughs, Bron-
chitis, and Chest-Colds is to apply Little's
Oriental Balm. Rubbed well into the chest and
back, it penetrates immediately to the inflamed
parts. The tickling in the throat ceases; the
spasm weakens; the cough disappears. It often
cures when nothing else will. Could anybody
afford to be without it in the house all the time?
Mr. N. Love, of James Street, Blackburn,
says:—I was worn out almost to the grave with
a racking cough that all the remedies and the
doctors failed to relieve. It was cured with one
bottle of Little's Oriental Balm. It shall be my
doctor through life.
Sold at 1s. 6d. per bottle. Agents for Hong-
kong—THE VICTORIA DISPENSARY,
LD.

A COACHMAN'S STORY.

"RHEUMATISM," and a leading physician not
long since, "may attack anybody, but is especial-
ly the disease of age and poverty. The immediate
cause is an irritant poison in the blood, which,
becoming lodged in these parts of the system
where the circulation has the least force, sets up
a more or less violent inflammation. This poison
is always associated with impaired digestion on
the part of the stomach and liver, and the amount
of it in the system is increased by the inactivity
of the excretory organs, particularly the skin,
bowels, and kidneys."

Assuming the correctness of this view, the
following conclusion is clearly deducible from it,
namely, that to relieve or cure a case of rheuma-
tism we should seek, first, to prevent the forma-
tion of the poison by correcting the impaired
digestion, and, second, to stimulate the skin,
bowels, and kidneys, that they may throw it off;
or, in other words, we must try to purify the
blood. Outward applications, although they
may, for a time, give relief, do not remove the
poison, and, in the nature of things, eradicate
the cause of the disease.

The following case illustrates the truth of this
theory, and should be attentively studied by all
who are afflicted with gout and rheumatism—the
two ailments being, under different names, prac-
tically the same thing.

"Seven years ago I had an attack of rheu-
matism which affected all my joints, giving
me intense pain. My hands, feet, and shoulders
were puffed up and for many weeks I suffered
martyrdom. After this I was from time to
time subject to rheumatism, which moved about
my system, sometimes appearing in one part and
then another. For five years I suffered like this.
In the autumn of 1885, whilst in the employ-
ment of a doctor at Bystow, a coachman, my
eyes became affected and I was almost blind,
not being able to see either the numbers or names of
the streets I drove along. My eyes were like a
piece of liver, and the doctor I was with sent me
first to an eye specialist, and afterwards gave me
note, and I went to St. Mary's Hospital,
Paddington, where I attended as an outdoor
patient for nine months."

"I was so bad I had to give up my employment.
The doctors at the hospital made a thorough
examination of my eyes, and said they were
sound, and that my affection was caused by the
rheumatic gout. They gave me medicines and
drops for the eyes; also placed blisters behind
the ears on 1 on the temple, but I was little bet-
ter for anything."

"Some days I was better and then worse, and
I feared I should lose my sight altogether. In
July, 1888, my brother came to London on a
visit, and urged me to try Mother Seigel's Syrup,
as he thought it would drive the rheumatism out
of my system. I got a bottle of this medicine
from Whiteley's, in Westbourne Grove, and
after taking two bottles I was wonderfully bet-
ter. My sight returned, and I felt better of
myself. When I had taken six bottles I was well
as ever, and have since been well. You can
publish this letter, and refer anyone to me."
(Signed) Joseph Parker, 21, Blomfield Street,
Westbourne Square, Bystow, July 1st,
1889.

Mr. Parker is a respectable man worthy of
implicit confidence. He is now in the employ-
ment of Mr. Whiteley, the famous purveyor, of
whom he bought Mother Seigel's Syrup in the
time of his necessity. The cure is certainly
remarkable, and demonstrates the truth of the
proposition, now admitted by the highest medical
authorities, that rheumatism is a disease of the
blood, caused at the root of it, by chronic dyspepsia
and indigestion. Mother Seigel's Syrup,
being the most successful medicine in the world
for all ailments of the digestion, consequently
prevents the further formation of the rheumatic
poison, expels it from all places where it has pre-
vailed inflammation in the body, and hence cures
rheumatism. The reader will note that it is now
ten years since Mr. Parker's recovery, during
which period he has had no relapse. Therefore
the cure was real and radical.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER
is obtained by the Water Boats, as POOR
WATER is the cause of much Sickness on board
Ships.

We are the ONLY WATER BOAT COMPANY
in HONGKONG EXCLUSIVELY supplying
FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1899.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED,
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February, 1899.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

The Company's Steamship

"HITACHI MARU,"
having arrived from the above Ports, consignees
of cargo are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional cargo will be carried on unless in-
structions are given to the contrary before
4 p.m. TO-DAY.

Goods not cleared by the 12th instant will be
subject to rent.

No Fire Insurance will be effected.
All ship-damaged packages must be left in the
Godowns and Notice of same sent to this Office
before the 15th instant, or claims in connection
therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 5th June, 1900.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DARDANUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
dowens of the Hongkong and Kowloon Wharf
and Godown Company, in both cases it will be
at Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and after
the 6th instant.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 13th instant will
be subject to rent. All damaged Goods must
be left in the Godowns, where they will be ex-
amined at 11 a.m. on the 13th instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th June, 1900.

NOTICES TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GOODWIN."

FROM TACOMA, VICTORIA, MORO-
KAN, VLADIVOSTOCK AND
NAGASAKI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LD.,
Agents.
Hongkong, 4th June, 1900.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR."

FROM PORTLAND, OR., YOKOHAMA,
KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 4th June, 1900.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE "CATHERINE APCAR,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after 2 p.m. on the
8th instant will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside; such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance will be effected by
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 6th June, 1900.

THE CHINA MUTUAL STEAM NAVI-
GATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND BIRKENHEAD.
THE Company's Steamship

"PAKLING"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the goods
are landed.

Goods not cleared by the 13th inst. at Noon
will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.

Optional goods will be landed here unless
instructions are given to the contrary before
Noon TO-DAY.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 6th June, 1900.

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from London and
Havre or s.s. *Cambodge*, and Bordeaux
or s.s. *President Le Bon*, Letter, in con-
nection with above Steamer, are hereby in-
formed that their goods, with the exception of
Optum, Treasure and Valuables, are being landed
and stored at their risks into the Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Limited, at Kowloon, whence delivery may
be obtained immediately after landing.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	BALLAARAT	Brit. str.	—	C. L. W. Feild	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	AGAMENON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 12th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 12th inst.
LONDON VIA SUEZ CANAL	MESELAUS	Brit. str.	—	Towell	BUTTERFIELD & SWIRE	On 10th July.
LONDON VIA MANILA	CHINGOW	Brit. str.	—	H. Harris	JARDINE, MATHESON & CO.	On 20th inst.
LONDON	BENLARIQ	Brit. str.	—	Kruble	GIBB, LIVINGSTON & CO.	On or about 9th inst.
LIVERPOOL DIRECT	DIONED	Brit. str.	—	Goodwin	BUTTERFIELD & SWIRE	On 13th inst.
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	—	Dannemann	MELCHERS & CO.	On 14th inst. at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	INUS	Fr. str.	—	Duchateau	MENAGERIES MARITIMES	On 14th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. STORE, &c.	AWA MARU	Jap. str.	—	N. Treant	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
MARSEILLES, &c. VIA SPORE, &c.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
MARSEILLES & LONDON	SOCOTRA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On or about 14th inst.
HAYRE & HAMBURG	SARINIA	Ger. str.	—	Enche	CARLOWITZ & CO.	On 11th inst. P.M.
HAYRE & HAMBURG	SAMBIA	Ger. str.	—	G. Schmidt	CARLOWITZ & CO.	On or about 23d inst.
HAYRE & HAMBURG	FRIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 23d inst.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Hoppe	CARLOWITZ & CO.	On or about 17th July.
TRIESTE, &c. VIA PORTS OF CALL	GISELA	Aus. str.	—	F. Mosca	SANDER, WIELER & CO.	To-morrow, P.M.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	—	Ostermann	CARLOWITZ & CO.	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	—	Peteren	CARLOWITZ & CO.	On or about 24th July.
NEW YORK VIA SUEZ CANAL	SIXH	Brit. str.	—	A. Jackson	DODWELL & CO. LIMITED	On or about 10th July.
VICTORIA, B.C. & TACOMA	GOODWIN	Brit. str.	—	O. P. Marshall, R.N.R.	DODWELL & CO. LIMITED	On 12th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	W. Watt	CANADIAN PACIFIC RAILWAY CO.	On 27th inst.
PORTLAND, OREGON, &c.	BRAEMAR	Brit. str.	—	Nelson	DODWELL & CO. LIMITED	On 12th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	J. Thomson	DODWELL & CO. LIMITED	On 12th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Brit. str.	—	Helm	C. & O. S. S. Co.	On 10th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	C. H. S. Toque, R.N.R.	TOTO KISEN KAISHA	On 10th inst. at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	BRIGIAN KISU	Jap. str.	—	E. Nishimura	NIPPON YUSEN KAISHA	On 10th inst. at Noon.
SAN DIEGO, &c. VIA KOBE, &c.	TAIYUAN	Brit. str.	—	M. Takahashi	BUTTERFIELD & SWIRE	On 10th inst. at Daylight.
AUSTRALIAN PORTS	FUTAH MARU	Jap. str.	—	S. Barcham	NIPPON YUSEN KAISHA	On 10th inst. at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	Hopki	GIBB, LIVINGSTON & CO.	To-day, at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	ROHILLA	Brit. str.	—	I. Sato	P. & O. S. N. Co.	On 29th inst. at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	T. Ozata	NIPPON YUSEN KAISHA	On 21st inst. at 5 P.M.
MOJI, KOBE & YOKOHAMA	NANCHANG	Brit. str.	—	Bathurst	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SWATOW, CHEFOO & TIENTSIN	MIKAWA MARU	Jap. str.	—	Savoyers	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
SHANGHAI, CHEMULPO & NAGASAKI	BENGAL	Brit. str.	—	Nelson	MITSUBISHI KAISHA	On 10th inst. at Daylight.
SHANGHAI	KASING	Brit. str.	—	Rolf	DOUGLAS LAPEAK & CO.	To-day, at 10 A.M.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	Savoyers	DOUGLAS LAPEAK & CO.	On 10th inst. at Daylight.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	Nelson	BUTTERFIELD & SWIRE	To-day.
SWATOW, AMOY & TAMSUI	HALOONG	Brit. str.	—	Rolf	BUTTERFIELD & SWIRE	To-day.
SWATOW	HAIMUN	Brit. str.	—	Savoyers	BUTTERFIELD & SWIRE	To-day.
AMOY	TELEMACHUS	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	To-day.
MANILA	YUENSANG	Brit. str.	—	Rolf	BUTTERFIELD & SWIRE	To-day.
MANILA	BORHIDA	Brit. str.	—	Savoyers	BUTTERFIELD & SWIRE	To-day.
SINGAPORE, PENANG & BOMBAY	CATHERINE APCAR	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	To-day.
SINGAPORE, PENANG & CALCUTTA	BOHIDA	Brit. str.	—	Rolf	BUTTERFIELD & SWIRE	To-day.
BOMBAY, VIA SINGAPORE & COLOMBO	MAUSANG	Brit. str.	—	Savoyers	BUTTERFIELD & SWIRE	To-day.
SANDAKAN	SHANTUNG	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	To-day.
SAMARANG & SOURABAYA						

SHIPPING.

ARRIVALS.
June 7, KWANLOK, Chinese str., 1,505, Lincoln, Canton 6th June, General. — CHINESE.
June 7, MICHAEL JENSEN, German str., 710, T. Jensen, Haiphong 2nd June and Helio 5th, General. — JENSEN & CO.
June 7, STEHAN, British str., 845, Allan Jones, Saigon 3rd June, Rice and Meal. — BRADLEY & CO.
June 7, TOYO MARU, Japanese str., 1,543, K. Sakai, Manila 4th June, Sugar. — DODWELL & CO. LD.
June 7, BENGAL, British steamer, 2,751, S. Barcham, Bombay 2nd May and Singapore 2nd June, Mails and General. — P. & O. S. N. Co.
June 7, BALLAARAT, British str., 2,860, C. L. W. Feild, Shanghai 5th June, Mails and General. — P. & O. S. N. Co.
June 7, KIANGSI, Chinese str., 1,347, Brissander, Chinkiang 4th June, General. — CHINESE.
June 7, SUTONG, German str., 1,000, Robbela, Canton 7th June, General. — STEPHENS & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
Tientsin, British str., for Amoy.
Tientsin, British str., for Bangkok.
Kwangtung, Chinese str., for Tientsin.
Taifu Maru, Japanese str., for Canton.
Haimun, British str., for Swatow.
Kiangsi, Chinese str., for Canton.
Wingang, British str., for Shanghai.
Dianan, British str., for Manila.
Pakhan, British str., for Swatow.
Fukling, British str., for Shanghai.

DEPARTURES.

June 7, HITACHI MARU, Jap. str., for Kobe.
June 7, MALAYA, Russian str., for Bangkok.
June 7, TAIYO MARU, Jap. str., for Canton.
June 7, HAIMUN, British str., for Swatow.
June 7, KIANGSI, Chinese str., for Canton.
June 7, WINGANG, British str., for Shanghai.
June 7, DIANAN, British str., for Manila.
June 7, PAKHAN, British str., for Swatow.
June 7, FUKLING, British str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCK.
KOWLOON DOCK. — U.S.S. Monterey, W. H. Smith, U.S.S. Oregon, Zaire, Changalua, Manzanar, Yuenang, Triumph.
COSMOPOLITAN DOCK. — Independent.

SHIPPING REPORTS.

The Chinese steamer *Kiangsi*, from Chinkiang 4th June, had fair weather and N.E. winds all the way.
The British steamer *Shaban*, from Saigon 3rd June, had light S.E. winds, smooth sea and fine weather to North Reef; thence to port moderate W.S.W. wind and sea, heavy cloudy sky with passing showers.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbor:
ANNE COBURN, Amer. ship, Colcord. — Order. LYKMOON, German str., Heutermann. — Siemens & Co.
CIDAIBANK, British 4-m. bark, Batchelor. — East Asiatic Trading Co.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"HAILOONG."
Captain Bathurst, will be despatched for the above ports TO-DAY, the 8th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPEAK & CO., General Managers.
Hongkong, 6th June, 1900. 1675

OCEAN STEAMSHIP COMPANY.

FOR AMOY.
THE Company's Steamship
"TELEMACHUS."
Captain Savoyers, will be despatched as above TO-DAY, the 8th inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th June, 1900. 1669

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"TAIYUAN."
Captain Nelson, will be despatched as above TO-DAY, the 8th June, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1900. 1603

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TAIYUAN."
Captain Nelson, will be despatched as above TO-DAY, the 8th June, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provision during the entire voyage.
A qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1900. 1604

CHINA NAVIGATION COMPANY, LIMITED.
FOR SWATOW, CHEFOO AND TIENTSIN.
THE Company's Steamship
"NANCHANG."
Captain Finlayson, will be despatched as above TO-DAY, the 8th inst., at 4 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th June, 1900. 1606

AUSTRALIAN LEYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, ROME.
(Taking Cargo at through rates to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).
THE Company's Steamship
"GISELA."
Captain F. Mosca, will be despatched as above TO-MORROW, the 9th June, at 8 A.M. and Valuable are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
Hongkong, 31st May, 1900. 1608

BEN LINE OF STEAMERS.
FOR LONDON.
THE Steamship
"BENLARIQ."
Captain Kruble, will be despatched as above on or about SATURDAY, the 9th June.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 19th May, 1900. 1513

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APCAR."
Captain J. G. Offert, will be despatched for the above ports on TUESDAY, the 12th inst., at Noon.
For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.
Hongkong, 7th June, 1900. 1696

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 17 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
"EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900.
"EMPEROR OF JAPAN." Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900.
"EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.
Hongkong, 7th June, 1900. 169

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.
(FREIGHT SERVICE).
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
"SARNIA" (HAMBURG & HAMBURG) (London with transshipment in Hamburg) 11th July Freight and Passage.
"SAMBIA" (HAMBURG & HAMBURG) (London with transshipment in Hamburg) 11th July Freight.
"ARMENTA" (NEW YORK) (via Suez Canal) About 20th June Freight.
"FREIBURG" (HAMBURG & HAMBURG) (London with transshipment in Hamburg) About 6th July Freight.
"WITTENBERG" (HAMBURG & HAMBURG) (London with transshipment in Hamburg) About 17th July Freight.
These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.
HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 23rd May, 1900. 1613

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI. DESTINATIONS. SAILING DATES.
"BENGAL" S. Barcham 8 A.M. 8th June Freight or Passage.
"BALLAARAT" C. L. W. Feild Noon, 9th June See Special Advertisement.
"ROHILLA" C. H. S. Toque, R.N.R. 4 P.M. 9th June Freight or Passage. (Passing through the Inland Sea.)
"SOCOTRA" T. H. Hild, R.N.R. About 15th June Freight.
For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 27th March, 1900. 1611

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	WEDNESDAY, 19th June, at Daylight.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 19th June, at Daylight.
Mikawa Maru	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 19th June, at 4 P.M.
Hiroshima Maru	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 22nd June, at Noon.
S. Tsubi	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd June, at Noon.
YAWATA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 24th June, at Daylight.
INABA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 29th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 28th May, 1900. 1612

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
SACHSEN	THURSDAY	14th June.
OLDENBURG	THURSDAY	28th June.
BAYERN	THURSDAY	12th July.
STUTTGART	THURSDAY	26th July.
KONIG ALBERT	THURSDAY	8th August.
WEIMAR	THURSDAY	22nd August.
PRINZ HEINRICH	THURSDAY	5th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY	17th October.
SACHSEN	WEDNESDAY	31st October.
OLDENBURG	WEDNESDAY	14th November.
BAYERN	WEDNESDAY	28th November.
STUTTGART	WEDNESDAY	12th December.

ON THURSDAY, the 14th day of June, 1900, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and Genoa.
Shipping Orders will be granted till Noon on TUESDAY, the 12th June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 13th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 13th June.
Contents of Packages required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 31st May, 1900. 1618

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer. Tons. Captain. Proposed Sailing. Steamer. Tons. Captain. Proposed Sailing.

GOODWIN 4,421 A. Jackson June 13 BRAEMAR 3,601 W. Watt June 12
GLENGOLE 3,750 W. Frakes July 3 ARGYLL 2,907 W. S. Thomson June 30
QUEEN ADELAIDE 2,532 F. McNair July 25 MONSHIRE 2,874 J. Kennedy Aug. 4
DUKE OF ABER 3,821 J. S. Cox July 28 BRAEMAR 3,601 W. Watt Aug. 25

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.
Excellent accommodation. First class Table. DOCTOR and STEWARDNESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 238.
The best route to the KLYNDKE GOLD FIELDS. Frequent Sailings from VICTORIA, Tacoma and Portland to DYLA and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 245 1/2 days.
This route covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return. Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, North, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
Special rates allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
Hongkong, 24th May, 1900. 1610

NATAL LINE OF STEAMERS.
THE Underlined GENERAL AGENTS in CHINA and JAPAN for this Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to DODWELL & CO. LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. 1617

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROR. M. SLOMAN & CO., HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"ALBENGA."
Capt. Petersen, will be despatched for the above port on or about 24th July.
For Freight, apply to CARLOWITZ & CO., Agents.
Hongkong, 30th May, 1900. 1617

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
(FLORENCE AND RAVENNA UNITED
COMPANIES)

STEAM FOR SINGAPORE, PENANG
AND BOMBAY.

Having connection with Company's Mail Steamers
to ADEN, SUEZ, PORT SAID, MESSINA,
NAPLES, LEGHORN and GENOA, also
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AFRICAN PORTS up to
CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"BORMIDA."
Captain Sartorio, will be despatched as above
TO MORROW, the 9th June, at Noon.
At Bombay the steamer is discharging in
Victoria Dock.

For further particulars regarding freight and
passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 31st May, 1900.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAIWAN.

THE Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for
the above ports on SUNDAY, the 10th instant,
at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 4th June, 1900.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "BELGIAN KING" On 10th June,
3,379 Tons, at Daylight.
S.S. "THYRA" About 30th
June,
3,312 Tons, at Daylight.
S.S. "EUREGIA" About 31st July,
3,312 Tons, at Daylight.
S.S. "CARIBBEA CITY" About 20th Aug.
S.S. "SPRINGFIELD" About 15th Sept.

THE Steamship "BELGIAN KING" will
be despatched for SAN DIEGO and
SAN FRANCISCO via MOJI, KOBE,
YOKOHAMA and HONOLULU on 10th
June, at Daylight.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo de-
stined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th June, 1900.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR PANAMA.

THE Company's Steamship

"YUENSANG."
Captain Rolfe, will be despatched as above on
MONDAY, 11th inst., at Noon.

This steamer has a special accommodation for
First Class Passengers and is fitted throughout
with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th June, 1900.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR ANDAMAN.

THE Company's Steamship

"MUSANG."
Captain Kynch, will be despatched as above on
MONDAY, 11th inst., at Noon.

Cargo for KUNMING will be transhipped at
Samsan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1900.

COMPAGNIE DES PASSENGERES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN,
EGYPT, MARSEILLE, MEDITER-
RANEAN AND BLACK SEA PORTS,
LONDON, HAMBURG, BREITENBURG,
PORTS OF BRAZIL, RIVERPLATE.

ON MONDAY, the 11th June, 1900, at
5 p.m., the Company's Steamship
"INDUS," Captain Duche, with Mail,
Passengers, Special cargo, will leave
this port for MARSEILLE via BOMBAY.

This steamer connects COLOMBO with
the S. S. "Polynesia," which takes on her
Passengers and Mail, that port on the
30th June direct to Suez, Said and Mar-
seilles.

Cargo and Special will be stored for Lon-
don as well as for Marseilles and accepted in
transit through Marseilles to the principal
places of Europe.

Shipping Orders will be sent till Noon.
Cargo will be received until 4 p.m.,
Special and Parcel cargo, on the 17th
June. (Parcels to be sent on board,
they must be left at the Office). Con-
tents and Value of Parcel required.

For further Particulars at the Com-
pany's Office.

G. CAMPEAUX,
Agent.

Hongkong, 6th June, 1900.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"BALLAARAT."
Captain C. L. W. Field carrying Her Majesty's
Mail, will be despatched from this for Bombay
on SATURDAY, the 9th June, 1900, at Noon,
taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 20th May, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama
and Honolulu) SATURDAY, June 9,
at Noon.

CITY OF PEKING (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) THURSDAY, July 5,
at Noon.

CITY OF SHANGHAI (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) TUESDAY, July 31,
at Noon.

THE Company's Steamship "CITY OF
RIO DE JANEIRO" will be despatched for
SAN FRANCISCO, via SHANGHAI,
NAGASAKI, KOBE, INLAND SEA, YO-
KOHAMA and HONOLULU, on SATUR-
DAY, the 9th June, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid for a ticket
(except return) within one year, will be allowed this
discount of 10 per cent. This privilege does not
apply to through tickets from China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and sums will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo de-
stined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 2nd May, 1900.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."
Captain Helms, will be despatched for the
above ports on THURSDAY, the 21st inst.,
at 5 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamer of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th June, 1900.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA,"
will be despatched for the above port on or
about 29th June.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 24th May, 1900.

SHEWAN, TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA,"
will be despatched for the above port on or
about 15th July.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st June, 1900.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAIWAN.

THE Company's Steamship

"ANPENG MARU."
Captain I. Sato, will be despatched for the
above ports on WEDNESDAY, the 13th
June, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 30th May, 1900.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAIWAN.

THE Company's Steamship

"ANPENG MARU."
Captain I. Sato, will be despatched for the
above ports on WEDNESDAY, the 13th
June, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 30th May, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates.)

THE Company's Steamship

"DIOMED."
Captain Goodwin, will be despatched as above
on WEDNESDAY, the 13th June.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th May, 1900.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES.

MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama
and Honolulu) TUESDAY, June 19,
at Noon.

GASCO (via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama
and Honolulu) SATURDAY, July 14,
at Noon.

DORIC (via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama
and Honolulu) TUESDAY, Aug. 7,
at Noon.

THE Company's Steamship "COPTIC"
will be despatched for SAN FRAN-
CISCO via SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA, and
HONOLULU on TUESDAY, the 19th June,
1900, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates and partic-
ulars of the various routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid for a ticket
(except return) within one year, will be allowed this
discount of 10 per cent. This privilege does not
apply to through tickets from China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and sums will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo de-
stined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 2nd May, 1900.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."
Captain Helms, will be despatched for the
above ports on THURSDAY, the 21st inst.,
at 5 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamer of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th June, 1900.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA,"
will be despatched for the above port on or
about 29th June.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 24th May, 1900.

SHEWAN, TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA,"
will be despatched for the above port on or
about 15th July.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st June, 1900.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) TUESDAY, June 26,
1900, at Noon.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, July 21,
1900, at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) THURSDAY, Aug. 16,
1900, at Noon.

THE Steamship "AMERICA MARU" will
be despatched for SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on TUESDAY, the 26th June, 1900,
at Noon, taking Freight and Passengers for
Japan, the United States, and Europe.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid for a ticket
(except return) within one year, will be allowed this
discount of 10 per cent. This privilege does not
apply to through tickets from China and Japan to
Europe.

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address in full; and sums will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo de-
stined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 2nd May, 1900.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

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Captain Helms, will be despatched for the
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This well-known Steamer is specially fitted
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ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.


N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for

VISITORS AT HOTELS

Dowler and European nurse, Mr. W. E. Schmidt,
Mr. and Mrs. I. Knox and Mr. T. E. Teske;
for London, Mr. McKeanie, Mrs. Geo. Hunter,
Miss Hunter, Miss Stockwell and Mr. A. J.
McClure.

Year	Percentage of Total Population in Labor Force
1950	65
1955	75
1960	72
1970	80

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26



This micrograph displays a histological section of tissue, likely from the gastrointestinal tract, stained with hematoxylin and eosin (H&E). The tissue shows a dense population of cells with prominent nuclei (stained dark purple) and surrounding cytoplasm and extracellular matrix (stained pink). The architecture appears somewhat disorganized, with cells packed closely together. There are some darker, more irregular areas that might represent areas of necrosis or high cellular turnover. The overall texture is granular and heterogeneous.

100